(b) Required necessary measures are taken by Railways every year to safeguard Railway track and Bridges for movement of trains.

(c) Orissa State is served by East Coast Railway (approximately 1654 route Kilometers), South Eastern Railway (approximately 575 route Kilometers) & South East Central Railway (approximately 51 route Kilometers). The year-wise details of losses suffered by Zonal Railways in the State of Orissa due to damages caused by floods since 2003-04 are given as under:

Year	Losses suffered due to floods by Railways which serve the State of Orissa (Approximately) (Rs. in Crore)
2003-04	Rs. 0.900
2004-05	Rs. 1.670
2005-06	Rs. 0.321
2006-07	Rs. 2.798
2007-08	Rs. 7.365
2008-09	Rs. 1.000

Creation of world class infrastructure

1372. SHRI VIJAY JAWAHARLAL DARDA:
SHRIMATI SYEDA ANWARA TAIMUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry of Railways has earned profit of Rs.25,000 crores during 2007-08 and has provided better connectivity to common man during the last five years;

(b) whether focus of the Ministry would now be towards qualitative change of railways by creating world-class infrastructure like high-speed corridors, etc. so that Indian Railways matches the best railway systems of developed countries by 2020; and

(c) whether Rs.25,000 crores profit would be invested for that purpose, coupled with generation of internal resources and diversion of need-based budgetary support allocated during Eleventh Five Year Plan for creation of world-class infrastructure?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The Railways generated cash surplus during 2007-08 before payment of dividend and appropriation to Depreciation Reserve Fund etc. of Rs.25,006 crores. Out of this, after appropriation to Depreciation Reserve Fund and payment of dividend to General Revenues etc. the Railway had available fund of Rs.13431.09 crores for appropriation to Development Fund and Capital Fund. Construction of new lines and gauge conversion works has enabled better connectivity and passenger traffic has increased significantly during the last five years. New lines are charged to Capital.

(b) to (c) The focus during the 11th Plan period will be overall capacity augmentation both of the network and in rolling stock production capacities along with qualitative improvements through

modernization and technology upgradation. As regards high speed passenger corridors, pre-feasibility studies are planned on selected routs. The 11th Plan will be financed through budgetary support, internal resources including surplus generated and extra budgetary resources.

Representation for train services

1373. SHRI KANJIBHAI PATEL:
SHRI NATUJI HALAJI THAKOR:
SHRI VIJAY KUMAR RUPANI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware that various organizations/ associations/ unions have since long been representing to increase number of coaches in the trains/ frequency of trains/ introduction of new trains and the Government of Gujarat has been forwarding the same from time to time to the concerned Divisional Manager of Railways for the needful; and

(b) if so, the action taken by railway authorities towards this cause alongwith the present status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Requests are received at various levels of Railway Administration through various sources *e.g.*, Divisional Rail Users Consultative Committee, Zonal Rail Users Consultative Committee and various Organizations/ Associations/ Unions. The requests are examined and action as found feasible and justified is taken.

Following additional services have been provided during 2007-08 and 2008-09 (till date) serving the State of Gujarat:-

1. 14 pairs of new trains have been introduced and, frequency of 09 pairs of trains has been increased.

2. 160 coaches have been permanently augmented on 64 well patronised trains. Besides, 148 coaches have been attached on day to day basis in different trains to clear extra rush of passenger traffic.

Earning by selling of railway land

1374. SHRI SHREEGOPAL VYAS:
SHRI BALAVANT *ALIAS* BAL APTE:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the earning by selling railway land in each of the metros during the last three years;

(b) what are the heads under which the earning is proposed to be utilized; and

(c) what precautions are being taken to preserve Railways' own development while entering into PPP?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Railways have no policy of outright sale of land as such there is no earning from sale of land. However, Railways have a policy to consider request for long term leasing of railway land, if sparable, to State Governments/Public Sector Undertakings.